

1st African Road Safety Forum
13th – 15th November 2018
Marrakech

Declaration

We, African Ministers, who participated to the 1st African Road Safety forum held in Marrakech from 13th to 15th of November 2018, adopted the Marrakech Forum declaration.

1. Ministers considered the facts:

With only 2.3 percent of the world's vehicles, the lowest level of motorization globally, Africa has the highest road traffic fatality rates in the world of 26.6 per 100,000 population. The average road traffic mortality across the OECD countries is 8 deaths per 100,000. This translates to 650 deaths per day, half of which are pedestrians, cyclists and motorcyclists. As a result, road crashes sap Africa's youth and working age population and also rob the Continent of precious resources it could use for growth and development, which instead go to treating and caring for the consequences of crashes. Between 1990 and 2013, there has been an 89 percent increase in the number of road injury deaths, and road trauma in Africa is expected to worsen further, with fatalities per capita projected to double by 2030 from 2015 figures.

2. Ministers agreed that:

It was crucial that Africa halts and reverses these trends. Countries must implement effective road safety policies and strategies now, to mitigate the worsening epidemic of road fatalities and serious injuries.

3. Ministers committed to the following actions to be implemented during the calendar year 2019:

- Review and eventually, update the legislative and regulatory framework of the transport sector, to ensure comprehensive road safety provisions are included;
- Develop sound policies and effective strategies, backed up with appropriate action plans;
- Create lead agencies to manage road safety (for countries that have not yet done so);
- Allocate adequate funding to road safety activities.
- Promote the adoption of regulations for importation of cleaner, safer and more efficient vehicles, including used vehicles.
- Encourage countries to prioritize the development of their civil registration and vital statistics system with the involvement of all stakeholders and international partners.

- Encourage countries to promote partnership with civil society as a key player in the implementation of national road safety strategy.

4. Ministers acknowledged that it was not possible to improve safety effectively without significant funding, and such funding is well justified by the benefit/cost ratios of evidence-based road safety actions, as well as the human, social, and economic costs of crashes.

5. Ministers, therefore, committed to funding all aspects of Road safety, beyond the funding of the road safety lead agency operational costs: infrastructure, vehicle safety, speed management, effective behaviour changes and post-crash care.

6. Mayors committed to the following:

Steady economic growth (about 5% overall) in most African countries leads to unprecedented growth in urbanization (4.5%) and motorization in their cities. 472 million live in urban areas in Africa, and this number is expected to double over the next 25 years. Among challenges that emanate from this rapid urbanization, resulting from rural-urban migration and an increasing population, are traffic congestion and road crashes. Traffic congestion costs about 850 billion USD and road crashes about 518 billion US\$. With 70% of the total fleet vehicles in average registered in urban centers, Africa has a big share of this financial burden. Exposure to road traffic injury is increasing at a rapid rate. Fatalities are rising in our cities as a result of increasing populations in expanding cities where growth is not being matched by increases in sustainable transport services. The victims are most among vulnerable people (pedestrians, cyclists, etc.) and include notably the youth (15-24 years). SSATP has shared the experiences with Addis and Accra. As a matter of fact, been working alongside the Bloomberg Initiative on Global Road Safety to support the city administrations in Accra and Addis Ababa to tackle the issue. SSATP began this work with the City of Addis Ababa in 2016, assisting the city to prepare a road safety strategy to guide its efforts through to 2030. SSATP is also carrying on this work with the Accra Metropolitan Assembly during 2018. In fact, the Mayor of Accra launched the Accra Road Safety Strategy 2018-2030 on Tuesday 30 October. Building on these experiences, Mayors have committed to:

- Ensuring equity of use of public space and sidewalks on urban roads for all road users with special emphasis on pedestrian safety
- Promote mass transport systems to favour shift from private cars to public transport
- Create dedicated routes/lanes for bicycles and motorcycles
- Take the lead at local level on ownership for awareness campaigns and law enforcement.

7. Regarding the African Road Safety Observatory:

During the March 2017 meeting of the African Union Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructures, Energy and Tourism (TIIET) in Lome, the African Ministers requested partners to support the AUC to establish the minimum RS indicators which led to the conceptualisation of the African Road Safety Observatory (ARSO). During workshops in Dakar in February 2018, and Abuja in July 2018, participating countries have put in place the tools and instruments to set up the African Road Safety Observatory (ARSO). In November 13th – 15th in Marrakech, African countries met to discuss and conclude on the proposed governance arrangement (including Bylaws) and the initial work plan of the observatory. Partners and Donors are requested to support this initiative. All African countries are invited to join ARSO, under the established bylaws. It is the expectation that ARSO will be adopted through the procedures of the African Union and a meeting in Addis Ababa *19-23 November 2018* shall begin this process of consideration.